

## Message Text

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PAGE 01 WELLIN 00155 140413Z

ACTION EB-07

INFO OCT-01 EA-07 ISO-00 CAB-02 CIAE-00 COME-00 DODE-00

DOT-00 INR-07 NSAE-00 CIEP-01 FAA-00 L-03 /028 W

-----140420Z 037140 /64

R 140144Z JAN 77

FM AMEMBASSY WELLINGTON

TO SECSTATE WASHDC 2573

LIMITED OFFICIAL USE WELLINGTON 0155

E.O. 11652: N/A

TAGS: EAIR NZ

SUBJ: CIVAIR: GNZ POLICY TOWARD US CHARTERS

REF: (A) 76 STATE 27653, (B) 76 STATE 281131, (C) 76 WELLINGTON  
4205

1. THERE FOLLOWS THE PERTINENT PART OF THE TEXT  
OF A LETTER DATED JANUARY 12, 1977 FROM THE DEPUTY  
SECRETARY OF FOREIGN AFFAIRS, J V SCOTT, ADDRESSED  
TO THE ECONOMIC/COMMERCIAL COUNSELOR:

"THE APPROPRIATE NEW ZEALAND AUTHORITIES HAVE  
NOW HELD PRELIMINARY DISCUSSIONS ON THE EFFECT  
ABC OPERATIONS MIGHT HAVE ON EXISTING SCHEDULED  
OPERATIONS INTO AND OUT OF NEW ZEALAND.

WE UNDERSTAND THAT ICAO WILL BE CONSIDERING  
THE WHOLE QUESTION OF NON-SCHEDULED TRANSPORT  
AT ITS SPECIAL AIR TRANSPORT CONFERENCE IN  
MONTREAL DURING APRIL. THE NEW ZEALAND GOVERNMENT  
WILL BE STUDYING THE OUTCOME OF THESE DISCUSSIONS  
WITH INTEREST.

NEW ZEALAND HAS ALWAYS MAINTAINED A VERY  
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PAGE 02 WELLIN 00155 140413Z

FLEXIBLE APPROACH TO CHARTER OPERATIONS AND THIS  
HAS ENABLED US TO TREAT APPLICATIONS ON THEIR  
MERIT AND IN TERMS OF THE AVIATION/TOURIST  
INDUSTRY CIRCUMSTANCES WHICH EXIST AT THE TIME.  
WE CAN ASSURE YOU THAT YOUR PROPOSALS WILL  
BE CAREFULLY EXAMINED BUT, AS THE US DELEGATION  
AT THE RECENT BILATERAL DISCUSSIONS IN

WELLINGTON WWAS ADVISED, IT WILL BE SOME MONTHS BEFORE WE CAN COMPLETE AN IN-DEPTH ANALYSIS OF THE ABC PROPOSALS."

2. AS INSTRUCTED BY REFTEL B LETTERS INCORPORATING THE TEXT OF PARAGRAPH 3 REFTEL B WERE SENT TO POTENTIALLY INTERESTED ADDRESSEES, INCLUDING MR J V SCOTT. THE POINTS OUTLINED IN REFTEL B AS WELL AS THE SEPTEMBER PUBLICATION ON THE NEW US INTERNATIONAL AIR TRANSPORTATION POLICY WERE UNDOUBTEDLY TAKEN INTO ACCOUNT IN FRAMING THE REPLY TO OUR REQUEST FOR GNZ'S VIEWS. UNFORTUNATELY THE REPLY DOES NOT MAKE ANY SUBSTANTIVE COMMENT ON THE NEW US POLICY NOR DOES IT INDICATE, EVEN IN A PRELIMINARY WAY, ANY LIELY INFLUENCE THIS POLICY MIGHT HAVE IN ALTERING EXISTING GNZ POLICY.

3. THOUGH THERE IS A DIVERGENCE OF VIEWS ON GNZ CHARTER POLICY BETWEEN GNZ CIVIL AVIATION AUTHORITIES AND THE TOURIST AND HOTEL INTERESTS, THERE IS NO WAY OF PREDICTING WHAT INFLUENCE THE LATTER INTERESTED GROUPS MIGHT SUCCESSFULLY EXERT IN BRINGING ABOUT ANY SIGNIFICANT CHANGE IN EXISTING POLICY.

4. WHETHER OR NOT THE ABOVE QUOTED RESPONSE MIGHT BE INTENTIONALLY DESIGNED AS PART OF A TACTIC TO DELAY ACTIVE CONSIDERATION OF A POLICY CHANGE ISN'T CLEAR, BUT IT IS EVIDENT THE GNZ CIVIL AVIATION AUTHORITIES DON'T INTEND TO BE RUSHED INTO ANY HASTY LIMITED OFFICIAL USE

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PAGE 03 WELLIN 00155 140413Z

ACTION.  
SELDEN

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NNN

## Message Attributes

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**Capture Date:** 01-Jan-1994 12:00:00 am  
**Channel Indicators:** n/a  
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**Disposition Date:** 22 May 2009  
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**Enclosure:** n/a  
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**Original Handling Restrictions:** n/a  
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**Reference:** 76 STATE 27653, 76 STATE 281131, 76 WELLINGTON 19  
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**Review Markings:**  
Margaret P. Grafeld  
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